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Prof. B. C. Lewis

Sometime ago we announced the name of Prof. B. C. Lewis, as a candidate for the office of Senator for this District. Up to this time we have been unable to procure his cut, but now as we have same we present him in somewhat the way he appears.

Mr. Lewis was born in Laurel county, Kentucky and was educated in Union College with which he has been connected for many years as instructor in the Normal Department. He has been connected with school work most all his life and has been very successful.

He expects to enter on a vigorous campaign about May 25th, and will allow no grass to grow under his feet.

Mr. Lewis is well known especially among the teachers of this and adjoining counties, beside this he has a large train of kinsmen in Laurel, Clay, Knox and Whitley counties all of whom are hustlers.

Nelson W. Aldrich

That he was the persistent, potential friend of American labor and industry, the powerful advocate of all that contributed toward the support of American business, is the monument that imperishable history will erect over the grave of Nelson W. Aldrich, whose death occurred April 15, 1915. During his term of thirty years in the United States Senate he never faltered in his conviction that the best interests of American business were the best interests of the American people as a whole. Believing this, he was, of course, a stalwart Protectionist. His was the guiding hand which helped to frame two of the best Protective Tariffs the country ever had; the Dingley Tariff of 1897 and the Payne-Aldrich Tariff of 1909. Senator Aldrich had no doubts and no delusions on the subject of Protection. He knew what Protection meant to American employment, American wages and the American standard of living. In his view labor and rewards were the great things to be considered. Almost twenty years ago the editor of the American Economist wrote to Senator Aldrich in Washington the following inquiry:

What, in your judgment, is the proportion which labor cost bears toward production cost?

Very promptly came the reply of Senator Aldrich, as follows: "Labor cost and production cost are practically equivalent terms. Believing this as he did, Mr. Aldrich could hardly have been any less than the positive that compromising Protectionist, unless he was. All honors to his memory!"

Ladies Aid M. E. church

Will meet with Mrs. C. M. Kelton next Friday afternoon at 2:30 o'clock.

Boon Way Commissioners Appointed

Dr. W. C. Black and Dr. F. P. Dishman of this city were elected the two Commissioners from Knox County to locate the "Boon Way" from Cumberland Gap to Louisville at a Boon Way Convention held at Mt. Vernon evening of the 26th. instant.

The Commissioners went into executive session and succeeded in officially locating the old Daniel Boone trail from the Gap to Harrodsburg passing through Middleboro, Pineville, Barbourville, London, Mt. Vernon, Crab Orchard, Stanford, Lancaster, Fannville and Harrodsburg. Convention adjourned to meet again the 22nd of May and complete its work. Lawrenceburg and Lexington are each making a strong pull for the road but as the latter is the most direct the probability is that same will be routed that way unless the Dixie Highway is routed through Lexington.

Judge L. W. Bethuram presided over the Mass Convention Senator Joe F. Bosworth and Mayor Mauring were the elected Commissioners from Bell County. Senator Bosworth, Dr. Black, and Judge Hardin from this end of the state spoke at the meeting.

Good pictures at Star Theatre every night - Go see them.

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DIXIE HIGHWAY

Message to the Mountain Advocate Barbourville Ky

Please announce next issue, meeting called Knoxville, 3 P.M. May 4th, all Advocates of Dixie Highway through Lexington Cumberland Gap and Knoxville Chattanooga. Urge attendance very important, all Localities will be represented hope you will agitate, letter to follow. please wire me collect to day name and address and official position all your county officials in charge of Road Work furnish complete information of work done and prospected, also names addresses of parties pushing Dixie Highway in your county. A. F. Stanford

Chairman Knoxville Dixie Highway committee. As soon as we received this telegram we wired Mr. Stanford the information asked for, and informed him that Knox county would be represented.

It is up to us, will we show our hands? Or will we stand idly by and let this route go some other way? We have it in our power if we will only make an effort to get the national highway from Detroit Mich. to Tampa Florida right through our own county, this will be the greatest road ever built in America. We are informed that it is to be 60 ft. wide, and 18 inches deep, made under Direct supervision of the U. S. Government. Let us get busy and do all in our power to get this great highway come this way let us send at least a dozen to Knoxville next Tuesday to represent us in this great undertaking.

M. E. Church.

Sunday school at 9:30 a. m. A. M. Decker, Superintendent. Preaching at 11:00 a. m. and 7:00 p. m. morning subject, "Water Baptism." This is the third sermon of a series on this subject. Evening subject, "The All Important Question."

Epworth League at 6:30 p. m. Mrs. H. M. Overfield, leader. All are cordially invited to attend these services.

E. R. Overley, Pastor.

The Residence of G. B. Higgins had a slight damage by fire Wednesday the Department made a run and got the blaze out.

\$20 INCREASE PER ACRE ON LAND ADJOINING ROADS BUILT UNDER NEW STATE AID LAW

This State Aid Law for Building Good Roads Promises To Be the Greatest Blessing Ever Brought To Kentucky Land Owners, If the Burden of the Taxes is Not Thrown Upon Them Through Unwise Legislation.



The new and greater Kentucky, as a result of war legislation, as against the old Kentucky, with unwise legislation, high taxes, and roads that ruin schools and waste school houses. Which do you prefer?

An increase of at least \$20 an acre on the value of all lands adjoining improved roads built under the new State Aid Law is estimated by expert calculators who have gone into the subject very thoroughly.

The building of these public highways will also increase all other lands in proportion in every county and district.

This most notable forward step will prove the greatest blessing that has ever come to the land owners of Kentucky.

It is the intent of this law that all taxable property shall bear its proportionate burden of taxation for this State Fund for road building.

It was not intended that the land owners, though possibly receiving the greatest benefit, should bear the greatest part of the tax burden. Such great sources of revenue as our railroad properties, distilleries, financial institutions and manufacturing enterprises will bear their just part, as well as all other taxable property. The throttling or crippling of any of these great resources by hostile legislation must lay a heavier burden upon the land owners and other tax payers.

More than 100 counties have already levied a tax upon themselves in order to take advantage of this State Aid Fund for the building of Good Roads in their respective sections. This year alone the fund amounts to \$688,220. This sum will be increased by levies in these counties so that the sum expended will probably exceed two million dollars.

It is estimated that at least 6,000 miles of good roads will be completed under this new State Aid Law within the next 15 years, costing when completed approximately thirty millions of dollars. It is also estimated that the expenditure of the two million dollars this year will increase the value of property to the extent of at

least twenty-five millions of dollars in the counties where these roads are built.

This is a splendid beginning. What a difference this will make to the land owners, the farmers and all others who make use of county roads, whether for business or pleasure. There are many fine farms in Kentucky 20 or more miles from the railroad that are not worth half as much as if they were near a railroad station, for the reason that it is too far to haul farm products to market over the old-fashioned dirt roads, which are practically impassable for nearly half of the year.

What a difference, though, when these same farms shall have been connected with the railroad or the market with a good State road over which it is easy to drive and haul as compared with the old roads. To haul a large load over a good road, even twenty miles, is easier and quicker than to haul it over five miles of the old time winter mud road. These good roads, therefore, will bring the distant farm nearer to the market and add greatly to the profits of the products of the farm.

Under the supervision of competent state and county road engineers, county seats and the most populous sections of the State will be connected by improved public highways, bringing church, school and market nearer door of every family. Then will a new era of prosperity in Kentucky be inaugurated.

With the markets thus of reach, the farmer can market his products of all kinds to better advantage in every way - so it is in more cases, less cost and than ever heretofore.

While good roads carry and of more cost than possibly any other means to which the farmer can turn his other important such wholesome

the expenses of government. These expenses have to be met out of the taxes paid on the property of our citizens.

Any legislation that would tend to cripple or render less valuable any of the great tax-paying industries of the State, will necessarily transfer the burden to the farmer, merchant and home owner.

It is time for every tax payer to demand that his Representative in the Legislature consider these facts. It is time for them to cut a halt to the destruction or threatened destruction, by hostile legislation, of property interests in the State from which we derive our greatest revenues.

In other words, industries and enterprises that pay the largest taxes and make possible the great benefits to be derived from good roads, good schools, and improvements in public over

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Hon. Thos. G. Hammons,
Judge of the Knox County Court.

A few days ago Judge Hammons received notice that all real and personal property was raised 10%, and a raise of 5% on city lots. As soon as Judge Hammons received this notice he got busy and went to Frankfort and went before the the State Board, and presented his side of the case so strong that the Board gave the matter due consideration, and let Knox County off with one half of the amount, or in other words 5c on each \$100 worth of real and personal property.

Through Judge Hammons' untiring efforts in this matter he saved the taxpayers of County something like \$13,000. This is a great saving to the people of the County and Judge Hammons is to be congratulated as he is one of the only a very few that has ever been able to get any reduction in a raise when once fixed.

Judge Hammons was congratulated by Governor McCreary and others of the State officers on his victory in this matter as well as by Prof. J. W. Jordan, of Williamsburg, Ky. on congratulating Judge Hammons presented him with a fine gavel made of a rare piece of timber, asking him to keep it to govern his courts in the future and to preserve it a memento of his victory on this occasion.

As we said before Judge Hammons is deserving the highest applauses of his fellow citizens.

WALLOPED

Lincoln University boys moped the Union College team all over the field Monday the score was 11 to 1 in favor of the visitors.